

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:08 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 644 Const Calendar Day: 70 Date: 13-Aug-2012 Monday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 05:30 am 04:00 pm Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 60 - 70 4PM 60 - 70**Precipitation** 0.00"**Condition** Partly cloudy to sunnyWorking Day ☐ If no, explain:**Diary:**

Dispute

Work description.

- Established control for the control point T1LT which will be used to shoot the four points at the top of the tower. A complete set of 3 rounds direct and reverse measurements were made backsighting WP306 from Receive Reset 1970 (100) to the new point T1LT. The survey began at 6:35am with the official time of sunrise per weather.com at 6:24am.

Once the coordinates were known for control point T1LT the point was occupied to shoot the following four points located at the top of T1 tower:

- 1.) Two prisms placed on the west face of the tower saddle
- 2.) One prism attached to the bottom of the tower grillage
- 3.) Reflective tape target placed on the west face of the tower saddle in between the two prisms in location 1

The survey for establishing control and initial coordinates for the tower deflection monitoring were completed at 7:25am. The ambient temperature during the survey was 54F under partly cloudy skies. The wind speed was measured from the Northwest direction at 8mph and the corresponding barometric pressure was 29.85"Hg.

- Surveyed the tower using the same 4 points mentioned above and the average movement observed today due to the tower being released for Step 1 of load transfer was 10mm East. This would put the current net deflection of the tower at 509mm to the West. See Sami Daouk's diary for more details regarding the details of the stressing operations at the tie back foundation.

The time of survey (taking shots on the tower) during and after ABF crews released an unspecified load from the tower tie-back cables was conducted from 2:20pm to 3:10pm. Sami informed me real time of the operation to release the load from the tie back cables. The ambient temperature during the survey was 71F under sunny skies. The wind speed was measured from the West Northwest direction at 6mph with a barometric pressure of 29.84"Hg.

It should be noted that this survey was conducted in Phase 1/Step 1 of the bridge load transfer. To reiterate, the calculated/anticipated distance of the tower release was 36mm East from a net deflection of 518mm West to 482mm West.

- Spent the majority of the morning monitoring the progress of the tower tie-back release to perform a



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survey immediately after the load change.

- Set up and disassembled survey equipment for the tower tie-back release which takes a significant amount of time.

- Began to process the surveying data from today for the tower tie-back release. Sent an email to Caltrans structures construction personnel summarizing today's survey.

Attachment



Marks made on the YBITS W-Line bridge concrete for control point T1LT.



Conditions observed during the control survey to establish coordinates for point T1LT to monitor the tower deflection during load transfer.



Looking back towards control point T1LT from the west face tower saddle mini prisms.



ABF ironworkers in the process of releasing the load in the tower tie back cables.



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Conditions observed after the initial coordinates for the tower deflection monitoring points were established from control point T1LT.



Delineation marks around control point T1LT to identify an area not to be blocked by material or equipment.